

REMARKS

Claims 1 - 29 are pending. By this Preliminary Amendment, claims 10-12, 16, 20, 23-26 and 28 are amended to remove multiple dependencies. Prompt and favorable examination on the merits is respectfully requested.

The attached Appendix includes marked-up copies of each rewritten claim (37 C.F.R. 1.121(c)(1)(ii)).

Respectfully submitted,



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Attached: Appendix
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APPENDIX

Changes to Claims:

The following are marked-up versions of the amended claims:

10. (Amended) A drive unit as set forth in Claim 8-~~or 9~~, characterized:

in that said variable torque is a torque along the cranking torque of the engine.

11. (Amended) A drive unit as set forth in Claim 1~~any of Claims 1 to 10~~,

characterized:

in that said predetermined crank-shaft position is the position at which the cranking torque of the engine is the highest.

12. (Amended) A drive unit as set forth in Claim 1~~any of Claims 1 to 11~~, further

comprising:

a second electric motor (3), characterized:

in that the engine, the first electric motor and the second electric motor are mechanically connected to a wheel (9); and in that said control unit controls the second electric motor so as to absorb the fluctuation in the torque to be outputted to the wheel during said prepositioning control.

16. (Amended) A drive unit as set forth in Claim 1~~any of Claims 1 to 15~~,

characterized:

in that said control unit executes said prepositioning control prior to the motoring.

20. (Amended) A drive unit as set forth in Claim 16~~any of Claims 16 to 19~~,

characterized:

in that said control unit controls the second electric motor so as to absorb the torque fluctuation to be outputted to the wheel at the motoring time.

23. (Amended) A drive unit as set forth in Claim 20~~any of Claims 20 to 22~~,

characterized:

in that said control unit further controls the second electric motor on the basis of a third torque correction map predetermined according to the crank-shaft position of the engine.

24. (Amended) A drive unit as set forth in Claim 22-~~or 23~~, characterized:

in that said control unit causes said first electric motor and said second electric motor to output torques simultaneously.

25. (Amended) A drive unit as set forth in Claim 16~~any of Claims 16 to 24~~, characterized:

in that said control unit makes said prepositioning control if the drive demand of the driver is no more than a predetermined value.

26. (Amended) A drive unit as set forth in Claim 1~~any of Claims 1 to 15~~, characterized:

in that said control unit executes said prepositioning control subsequent to the engine running stop which is caused by lowering the engine run forcibly by a generator after a fuel cut.

28. (Amended) A drive unit as set forth in Claim 1~~any of Claims 1 to 27~~, further comprising:

a one-way clutch (8) for blocking the reverse run of the engine.